



A Rudder Found at Jangye-ryn Cornwall

Kevin Camidge & David Roberts

Project Name	Jangye-ryn Rudder Recording	
HE Reference	-	
Authors	Kevin Camidge 01736 365429 darkwright@btinternet.com	David Roberts 07816 903260
Origination date	7.III.2017	
Date of last revision	10.III.2017	
Version	1.2	
Status	DRAFT	
File	D:/Arch/Gunwalloe Timber	

Cover photo: David Roberts measuring the rudder at Jangye-ryn

Background

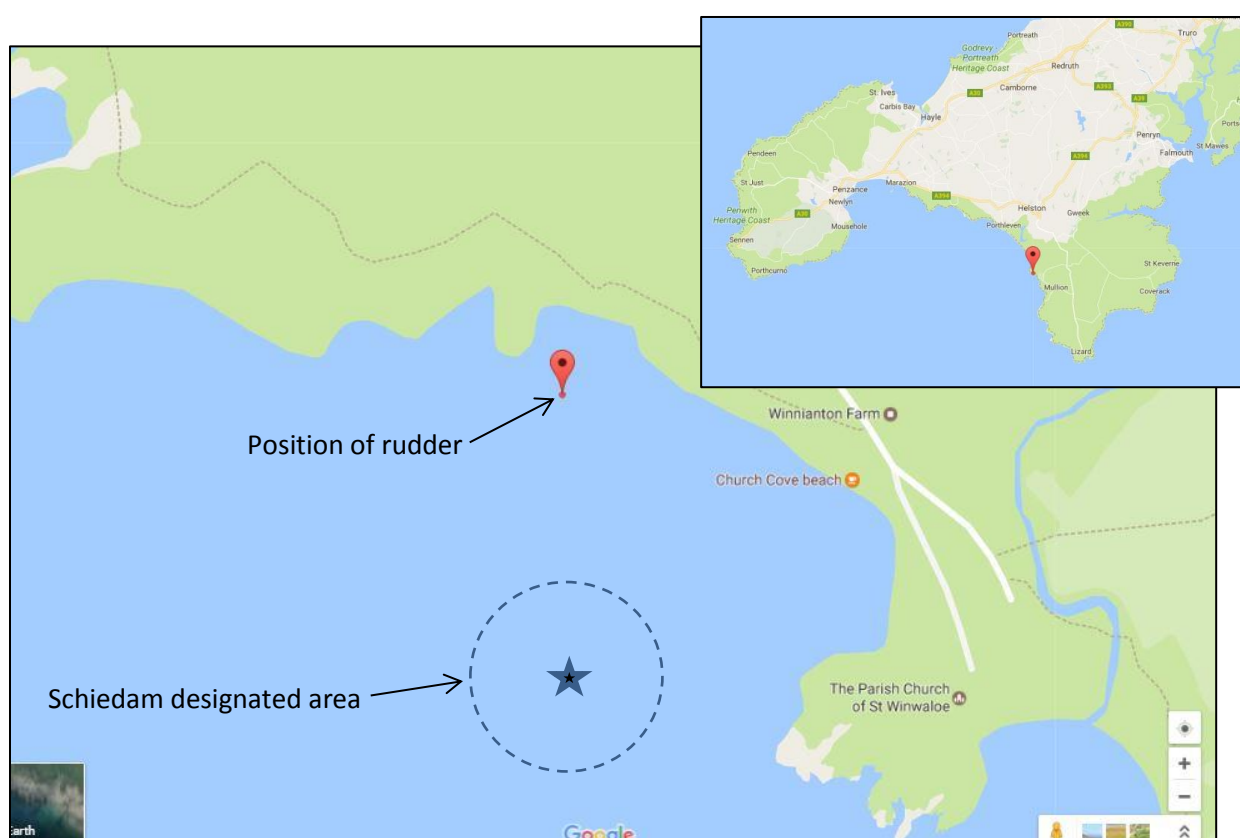
In February 2017 a section of timber, said to be a rudder, was reported exposed on the beach at Jangye-ryn (also known as Dollar Cove) at Gunwalloe in Cornwall. This beach is very close to the designated historic wreck site of the *Schiedam Prize*, which was wrecked in 1684. Artefacts possibly originating from the *Schiedam* have been recovered from this beach in the past – a sandstone mortar in 1996, two grenades in 1997 and a section of timber in 2007 (Wessex Archaeology, 2009). Further details of the *Schiedam* are available in the Desk Based Assessment (Camidge, 2013).

Location

The rudder was located in a rocky gulley in the intertidal zone of the beach. The position was established using a hand held GPS unit. This beach is subject to fluctuating levels of sand cover – when this record was made (4th March 2017) there was very little sand in evidence on the beach (see cover photo). Some time on the 5th March the rudder disappeared from this location – it was either moved by natural forces or by persons unknown.

Position of the rudder (4.III.2017) 50° 02.472'N 005° 16.412'W (WGS 84)

This is about 260m to the north of the Schiedam designation position (50° 02.333'N 005° 16.400'W – HE website accessed 7.III.2017)



The approximate location of the rudder and the Schiedam Prize designated area shown on Google maps

The Rudder



The rudder lay port-face uppermost in the inter-tidal zone of the beach. It consists of timbers fastened together with iron bolts. Traces of iron concretion are evident in places – but the iron has largely corroded away. The uppermost surface (port face) is worn and eroded, probably by the movement of sand and stones over its surface due to wave action.

A measured sketch was made of the rudder – it was then lifted and propped upright so that the starboard face could be measured and sketched. The starboard face was not eroded as it had been protected from the movement of sand by being partly buried in the beach (see photo below).

A series of photographs was taken to facilitate a structure from motion photogrammetric 3D model of the rudder to be produced. This was then scaled, which allows detailed measurements for any part of the rudder to be taken from the model. The 3D model can be viewed at <https://skfb.ly/66OZs>

The overall dimensions of the surviving part of the rudder are 1.55m long x 0.73m deep x 0.14m thick. More detailed measurements can be taken from the scaled 3D model.



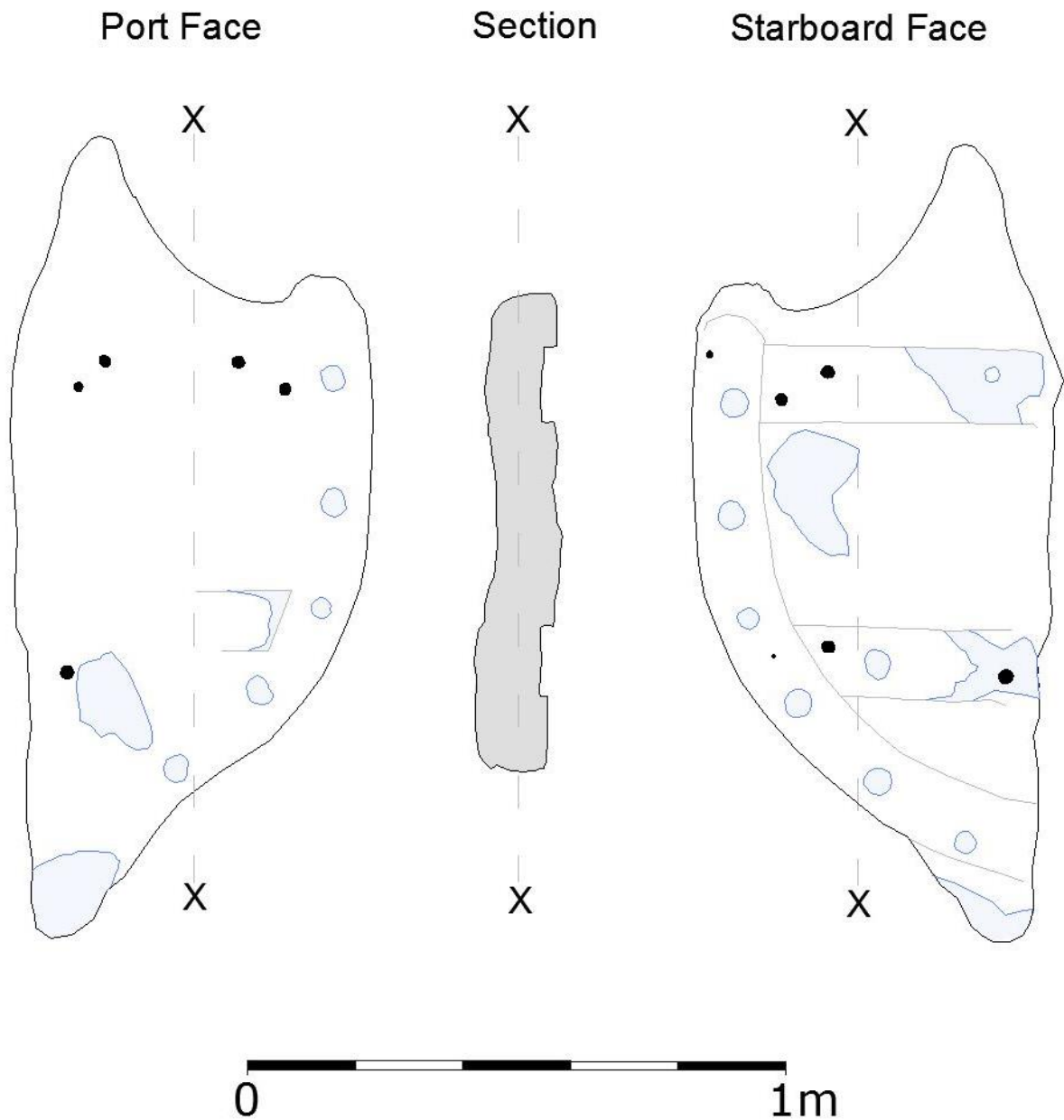
More detail of the construction of the rudder is evident on the underside (starboard face). A shallow depression (0.01m deep x 0.14m wide) runs around the outer, curved edge of the rudder. Remains of iron concretion and iron fastening bolts suggest that this depression originally had an iron reinforcing strap attached. Two deeper grooves (0.025m deep x 0.15m wide) running across the starboard face probably indicate where the iron pintle straps which attached the rudder to the vessel were originally fixed.

Identification

The shape is similar to the rudder of the preserved 40-foot Mount's Bay lugger *Happy Return* which was built at Porthleven in 1905. The size of the rudder would suggest a wooden vessel of about 35-40 feet



Scale Drawing



The rudder was found port-face uppermost. The areas shaded blue represent iron concretion. Solid black circles are holes in the timber. The section through the rudder was generated from the 3D SfM photogrammetric model using Cloudcompare software.

Conclusion

It is unfortunate that the rudder has been removed from the beach where it was recorded. Further study may lead to a more complete identification of this rudder. However, we feel that it is likely to be from a vessel of 35-40 feet long built in the late 19th or early 20th century.

Given the previous history of historic wreck material found on this beach, it may be worth considering a community archaeology project to undertake a thorough search and survey of the beach over a period of time.

Bibliography

Camidge, K., 2013. *Schiedam Prize Designated Historic Wreck Site: Desk Based Assessment*. Unpublished report commissioned by English Heritage.

Wessex Archaeology, 2009. *Schuiendam Prize: Designated Site Assessment ref 53111.03kkk*.

Link to 3D model on Sketchfab <https://skfb.ly/66OZs>